## ALTERNATIVES ANALYSIS



Nearly 50 alternatives were

analyzed for their potential to

meet the study goals and objectives.

## SELECTION OF ALTERNATIVES

For purposes of the study, the term alternative is used to mean a choice between two or more things or among those things to be chosen. The term is not meant to indicate a completely different choice of methods from those currently used by Caltrans. The vegetation management alternatives discussed include methods currently used, modifications of current methods, and new methods not currently used.

A broad range of nearly 50 vegetation management alternatives was compiled through research and consultation with various groups and organizations. University and independent studies, product literature, and trade publications were reviewed and analyzed. Several "brainstorming sessions" on vegetation management strategies and methods were attended by RVMC representatives, PALs representatives, technical experts, and Caltrans staff at various levels. Jones & Stokes Associates' staff traveled to the districts to observe conditions in each district and evaluate vegetation management challenges and methods with district staff.

The strategies used by other California state and local agencies, other state departments of transportation, and other organizations in dealing with these same challenges were explored as well. Because of environmental, geographical, and economic diversity, California presents more varied challenges than those confronting other states. However, many of the methods used in other states may be useful because the individual challenges they face are similar.

tion Form is condensed from the alternatives analysis and allows design, maintenance, and planning staff to evaluate the anticipated suitability of an alternative to a specific roadway segment or project. The relative importance of each objective may be weighted to address the specific needs of that particular district or project.

## STUDY METHODOLOGY

An alternatives analysis process was developed for screening, evaluating, ranking, and determining the applicability of vegetation management strategies. Five systematic tables were devised for the alternatives analysis. The analysis tables were developed to provide fair and consistent relative rankings of the vegetation management alternatives as evaluated for their potential to address the study goals and objectives for meeting the statewide challenges. The tables were designed to be flexible and repeatable for use by Caltrans' staff to evaluate the best alternative on a segmentspecific basis. The Alternative Evalua-

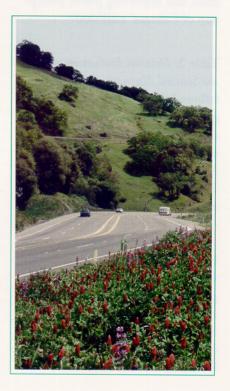


Table 1, Initial Screening of the Alternatives, poses each alternative against the question of whether it is indeed a prescribed vegetation management strategy, and further asks whether the alternative has the potential to address each of the six study objectives (increasing public safety, increasing worker safety, improving the environment, decreasing herbicide use, decreasing life cycle costs, and improving public perception of Caltrans' activities).

Table 2, Detailed Evaluation of the Selected Alternative, similarly followed the study objectives but gauged the potential of the alternative to address specific subcriteria under each objective, and assigned numerical values to the responses. The 17 subcriteria represent the major concerns under each general criterion; for example, public safety concerns are subdivided as visibility, health, fire, and traffic. The numerical value was multiplied by a weighted percentile to arrive at a relative percentage for each alternative, with 100 as the highest score. The weighted percentiles were determined by the RVMC as follows:

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- increase public safety (25%)
- increase worker safety (25%)
- improve environmental quality (15%)
- reduce herbicide use (15%)
- provide cost-effective vegetation management (15%)
- improve public perception (5%)

Table 3, Applicable Locations for Selected Alternative, categorizes the corridor segment by ecoprovince, topography, adjacent development and land use, fire concerns, right-of-way location, adjacent roadway features, and climatic factors. An affirmative response indicates the general suitability of the alternative for the locational variables under each category.

Table 4 is a Summary of Alternatives Evaluation. The table indicates the rank and score of each alternative, whether the alternative requires further testing, and a general comment about that particular alternative. An affirmative response for requiring further testing indicates that the alternative is suitable for a demonstration project, as discussed in the following section.

Table 5, Alternative Cost Effectiveness and Efficacy Potential, shows relative costs for installation and ongoing maintenance for each alternative over a 20-year life cycle period and the estimated percentage of herbicide reduction the alternative has the potential to achieve.

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